

January 23.

## DIFFERENT LIGHT NEEDED

### Sandy Point, N. F. Beacon Should Be Different Color

#### Summary of Newfoundland Disasters in Recent Gale.

In speaking of the terrible storm of January 9 and 10, the Bay of Islands, N. F. Western Star says that the steamer Bruce had to lay to for 14 hours. Sch. Romeo was lost near Codroy, sch. Ontario at Three Rock Cove, sch. Burnham H. at Three Duck Cove and sch. Richard Wainwright at The Openings, Bay of St. George. Three Bonne Bay craft went ashore in Middle Arm, as also did schs. Pansey and Lavonia of Bay of Islands. These latter five were afterward floated, some being helped off by the Fiona. A small Bonne Bay schooner which parted and drove into the ice was released after the storm by the Potomac. Sch. Clarissa broke adrift losing her anchors and was beached at Pleasant Cove and was afterward floated. The Potomac, with two anchors down, dragged twice and finally ran and anchored at Birchy Cove.

Speaking of the loss of the Wainwright, the Star says:

"The loss of the American vessel Richard Wainwright, in Bay St. George, deserves the attention of the marine department. We have been informed that the captain of the vessel ran into Bay St. George for shelter from the storm. He sighted a bright light at The Openings, and thinking it to be the light on Sandy Point, he kept his vessel off a little, and then rounded up to run inside the point, as he thought to make the harbor.

"He was a greatly surprised man to find his vessel hard aground on a straight shore. He was decoyed there by the bright light from the settler's dwelling. And we learn that two other wrecks occurred in the same place a few years ago, owing to being misguided by a light from the same building.

"This is really too bad, and the government should take steps in the matter. Either have the cottager removed, or have the light at Sandy Point changed from a fixed white light to a fixed red or revolving white light."

The Star also says:

"Mr. A. B. Alexander who was sent here as special commissioner of the United States fishery bureau, returned home on Monday. His services were very valuable the past season to the American fishing fleet in this bay, and we feel sure that they will be favorably recognized by his government."

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## LANGUAGE VAGUE

### Regarding Boracic Acid Use Under Pure Food Law.

#### Congressman Gardner Having Conferences With Dr. Wiley,

A Washington despatch says: "Representative Gardner has been with Sec. Wilson and Dr. Wiley, chief chemist of the department, in regard to the rulings the agricultural department is to make concerning the use of preservatives on codfish under the pure food law. The law permits the use of boracic acid if it is necessarily removed before the article is consumed. That language is vague and there is some doubt as to just how the preservatives shall be applied.

"The pure food laws of various states contain different provisions concerning the use of preservatives on codfish and the codfish interests of Gloucester are anxious to have the rulings of the agriculture department under the national pure food law and the state regulations harmonize as nearly as possible. Mr. Gardner has been working to this end and has hopes of at least a fair degree of success. In this connection a call was issued today by the department for a meeting of the food commissioners of all the states to be held here February 4-6."

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## SCH. VIGILANT TOTAL LOSS.

### Auxiliary Fishing Craft Burned at Wood Island.

#### PARTED CHAINS, WENT ASHORE

#### Four Vessels Frozen in Ice at Bay of Islands.

The auxiliary sch. Vigilant of this port, which was reported to have parted her cable chains, during a heavy snow squall, at Wood Island, Bay of Islands, N. F., and being driven out to sea, among the ice floes, with only Captain James Wise, and Mate Alms Harnish on board, has been completely destroyed by fire. Fortunately all hands are safe, but no particulars of experiences of the two men have been received as yet.

When the first despatches came announcing that the vessel had drifted apparently out to sea, grave fears were felt for the safety of the two men who were known to be on board.

Early last evening, General Manager Thomas J. Carroll, of the Gorton-Pew Fisheries Company, by whom the vessel is owned, received a telegram from the Collector at Birchy Cove, N. F. P. M. Costello, saying, "Vigilant burned, everything burned up last night. Three American vessels and one British vessel Bohemia, frozen in; bay one solid mass of ice."

This did not give any information about the captain and mate, but the hope that they had escaped was realized by a later despatch received by Mr. Carroll, from Capt. Wise, saying, "Vigilant total loss, crew all safe."

This lifted a great load of anxiety from the shoulders of those who had been fearful of the fate of the captain and mate of the vessel.

The vessel was probably driven ashore on one of the islands at the mouth of the bay and caught fire, and an account of the experience of the men is awaited with interest.

The three American vessels referred to in Mr. Costello's dispatch are schs. Elizabeth M. Nicholson, T. M. Nicholson and M. B. Stetson, owned by Capt. Thomas M. Nicholson of Bucksport, Me., and the British sch. Bohemia. The latter must be a Newfoundland craft, as there is no Nova Scotia vessel of that name at Bay of Islands, and sch. Bohemia of this port has been reported at North Sydney, C. B., on her way home.

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## VESSEL THROWN DOWN.

### Further Particulars of Thrilling Trip of Sch. J. J. Flaherty.

#### Cargo Shifted, Man Lost and Sails Tattered.

A despatch from Louisburg, C. B., gives further particulars of the loss of Jesse Harding, one of the crew of sch. J. J. Flaherty, Capt. Douglas McLean, which arrived at that port on Saturday, as previously reported in the Times.

The schooner left Bay of Islands a week ago Monday, with a cargo of frozen herring. That night she ran into a heavy southerly wind, which changed around and blew with terrific force from the north and north west.

At 2 o'clock Wednesday morning the schooner was 15 miles east of St. Paul's, and under a double-reefed foresail, when she was boarded by a heavy sea and hove down on her beam ends. Harding who was at the wheel was washed overboard and was never seen again.

The cargo shifted and the schooner lay well down until the rigging was in the water. The captain rushed to the deck, and grasping the situation, seized the wheel, and after a while the ship uprighted. The crew were set to work straightening the cargo; but before that could be accomplished they had to cut away the ice which was fast forming on the schooner in order to keep her afloat.

Next morning when gifting the schooner the fore sheet parted and the foresail was torn into ribbons, and from that time until Friday morning the schooner drifted in a southerly direction, with intense frost and heavy winds still prevailing.

She made sail with what canvas remained, and headed for Sydney, but when off Flint Island ice was encountered and the schooner had to make for Louisburg.

A couple of men were injured and all were more or less shaken up by their experience.

"During all my experience of 25 years on the sea," said Capt. McLean, "I never experienced so much rough weather and intense cold."

After the necessary repairs have been completed the schooner will proceed home.

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## DAILY TIMES FISH BUREAU.

### Today's Arrivals and Receipts.

Sch. Hope, shore.  
Sch. Thomas A. Cromwell, shore.  
Sch. Speculator, via Boston.  
Sch. Juno, (towed to Boston.)  
Sch. Hortense, shore.  
Sch. Catherine D. Enos, shore.  
Sch. Emily Sears, shore.  
Sch. Emerald, shore, 6000 lbs. fresh fish.  
Sch. Actor, shore.  
Sch. Maud F. Silva, shore.  
Sch. Belbina P. Domingoes, shore.  
Sch. Manomet, shore.  
Sch. Flora F. Sears, shore.  
Sch. Olive F. Hutchins, shore.  
Sch. Hattie F. Knowlton, shore.  
Sch. Mary E. Cooney, shore.  
Sch. Mary E. Silveira, shore.  
Sch. Walter P. Goulart, shore.

### Today's Fish Market.

These prices are based on the last known sales.

Eastern "halibut" codfish, \$5.25 per cwt. for large and \$4.12 1-2 for small.

Splitting prices of fresh fish: Large Eastern cod, \$2.87 1-2; medium do., \$1.75; large Western, cod \$2.87 1-2; medium do., \$1.75; haddock, \$1.10; cusk, \$1.75; hake, \$1.40; pollock, 95 cts.

Salt handline Georges codfish, \$5.25 per cwt. for large, \$4.25 for medium.

Salt Trawl Georges codfish, \$5.00 for large \$3.50 for medium.

Salt hake, \$2.00.

Salt haddock, \$2.00.

Salt cusk, \$2.25.

Salt pollock, \$1.75.

Newfoundland salt herring, \$4.25 per bbl.

Sch. Emily Sears, shore.

Bank halibut, 11 1-2 cts. per lb. for white and 9 cts. for gray.

### Boston.

Sch. Nokomis, 15,000 cod.  
Sch. Florida, 2000 haddock, 13,000 cod.  
Sch. Olive T. Hutchins, 4500 haddock, 1000 cod, 1000 hake.  
Sch. Tecumseh, 8000 cod.  
Sch. Mary E. Cooney, 6000 haddock.  
Sch. Natalie J. Nelson, 38,000 haddock, 12,000 cod, 4000 hake.  
Sch. Ellen F. Gleason, 8000 haddock.  
Sch. Rebecca, 3000 haddock, 2000 cod, 500 hake.  
Sch. A. Newhall, 3000 haddock, 5000 cod.  
Sch. Galatea, 5000 haddock, 1000 cod.  
Sch. Margaret Dillan, 5000 haddock, 500 cod.  
Sch. Helen B. Thomes, 4500 haddock, 600 cod.  
Sch. Valentine, 16,000 cod.  
Sch. Rose Standish, 2500, haddock, 2500 cod.  
Sch. Mattakesett, 10,000 haddock, 1000 cod, 500 hake.  
Sch. Buena, 8000 haddock, 700 cod.  
Br. sch. Harry Lewis, 1000 bbls. salt herring.  
Sch. Kernwood, 8000 haddock, 1000 cod, 2700 hake.  
Sch. Mary T. Fallon, 8000 haddock, 1000 cod, 700 hake.  
Haddock, \$4.25 to \$5.75 per cwt.; large cod, \$6 to \$6.50; market cod, \$3.50; hake, \$3 to \$6.50; pollock, \$4 to \$5.



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**NEWBURYPORT FISHERIES.**  
Capital of \$13,674 Invested In Industry.

According to figures of the Massachusetts bureau of statistics for 1905, \$17,586 is invested in the fishery industry of Newburyport, of which \$13,674 is invested in vessels of all kinds, including 16 vessels, valued at \$8695, 19 boats valued at \$2340, and 98 dories, \$1641, and \$3912 in apparatus. The total value of the products is \$69,061, of which \$15,450 is food fish, including 91,900 pounds of cod, valued at \$2875, 46,600 pounds of eels, \$2800, 8000 pounds of haddock, \$250, \$3725 barrels of herring, \$6350, 17,000 mackerel, \$1450, and 47,000 pounds of pollock, \$1450, \$2121 for fish products, including 1300 bbls. of bait, \$2100, and 8 bbls. livers, \$21, and \$51,490 for shell fish, including 138,994 gallons shucked clams, \$51,474, and 80 lobsters, \$16. The number of persons engaged in the fisheries is 144, and employed on vessels 46, all of which were American residents.

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## LATEST HERRING NEWS.

### Cold Snap Is Putting Life Into Demand for Fish.

#### List of Nova Scotian Fleet at Bay of Islands, N. F.

The British sch. Harry Lewis arrived at Boston yesterday with 1000 barrels of salt herring.

Sch. Lottie G. Merchant will go to Philadelphia with her cargo of frozen herring.

Sch. Athlete sailed for New York yesterday afternoon with her fare of frozen herring.

Sch. Aloha will probably go to New York with her frozen herring fare.

Sch. Corona is hauled in at Cunningham & Thompson's wharf and that concern is shipping her fare to various points.

Sch. Madonna has one to Boston to take out her salt herring, which were sold there to a Boston concern.

The British schooner which was chartered by Capt. Richard Wadding, was in at a Nova Scotia port a few days ago, bound here with a fare of frozen herring.

The fare of frozen herring of British sch. Uvla is being put in cold storage here.

Sch. Parthia of this port has the next turn to take out at Boston.

The fare of frozen herring of sch. Bohemia has been sold to Boston, to arrive.

Schs. Maxine Elliott and Tattler are still laying here with their frozen herring cargoes, which will be disposed of later.

Sch. Blanche will go to New York with her cargo of frozen herring, in a few days.

The 150 barrels of salt herring of sch. Arcadia sold to Stanwood & Co.

Sch. Priscilla Smith has completed the discharge of her cargo at New York.

This cold weather has brightened the hopes of the dealers and owners of cargoes of frozen herring. The cold weather has made the

trade dull, but with good snappy weather and a not large supply, trade is bound to take a jump forward.

Sch. A. E. Whyland is coming along after her recent tough experience in the big gale of January 9 and 10. On Monday she was at Liverpool, N. S.

British sch. Speculator, bound here from Bay of Islands, N. F., with a fare of frozen herring, was at Liverpool, N. S., on Monday.

The Nova Scotia fleet, at Bay of Islands, N. F., this season comprised 26 sail, schs. Laura C. Zwicks, Mary A. Duff, Speculator, Flo F. Mader, Defender, Colonial, Margaret Swartz, Roanoke, Glenwood, Alma Nelson, Yukon, Eva June, Havana, Palatial, Lila B. Hurtle, Mary W. S. Mariner, Ethel, Maderia, Beatrice Mack, Muriel M. Young, Helen Vair, Coronation and Peerless.

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#### Maiden Trip.

The new sch. Clara Silva of this port arrived at Boston yesterday from her maiden trip, shore fishing, with a good fare.

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## ANOTHER CRAFT LOST.

### Sch. Elizabeth N. Is Ashore at Bay of Islands, N. F.

#### ENTIRE CREW WERE SAVED.

#### Craft Tossed on Rocky Shore by Giant Ice Floes.

Another vessel has been added to the list of those lost in the Newfoundland herring fishery this season. A despatch from St. John's, N. F., yesterday says that sch. Elizabeth N., of Bucksport, Me., was driven ashore at Bay of Islands, N. F., yesterday by the ice floe and is likely to be a total loss. Her crew were saved.

The craft is one of the three of the fleet of Capt. Thomas N. Nicholson of Bucksport, which went to Bay of Islands, for herring cargoes and by reason of remaining after all the others had sailed, were caught in the ice there, with no chance of getting out until late in the spring.

The lost craft was a fine vessel, 138.74 tons gross and 102.29 tons net, and built in Essex in 1901.

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#### ICE AT NORTH SYDNEY, C. B.

#### Towboats Cut Channel So Sch. Bohemia Could Sail.

A despatch from North Sydney, C. B., says there has been quite a lot of ice the harbor there and that the towboat Gladiator cut a channel so that the British sch. Maggie A. and sch. Bohemia of this port loaded with frozen herring, could sail for her destinations.

#### May Go to Halifax.

A despatch from North Sydney, C. B., of last Friday says that as the railways there were being repaired, sch. Saladin would probably have to go to Halifax to haul out.

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#### Sch. Saladin Could Not Get on Ways at North Sydney.

Speaking of the arrival of sch. Saladin at that port a Sydney, C. B., exchange of Monday, in its North Sydney correspondence, says that finding the craft could not get on the ways there, the captain and crew were satisfied to risk the vessel to Gloucester and sailed forthwith. Fifteen minutes afterwards Captain Burton decided otherwise and put back to port. At noon Sunday he made another attempt, but he found the weather too heavy outside and lay in the roads until 8 o'clock Monday morning, when he was to sail again.

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#### SCH. YAKIMA STILL ASHORE.

#### Another Attempt Will Be Made Today To Float Her.

Sch. Yakima of this port is still ashore at Bon Portage, N. S., and was still well up on the beach yesterday. Another attempt will be made to float her today. The crew are coming home, leaving Yarmouth last night, being due to arrive at Boston today.

## PACIFIC HALIBUT WAR.

### Now Being Hotly Waged in the Canadian Parliament.

#### Talk of Changing Modus Vivendi Which Would Affect Here.

As a result of the gradual culmination of trouble regarding the Pacific halibut fishery and its virtual monopoly by an American company at British Columbia ports, the port of Vancouver especially, a fierce battle is now being waged in the Dominion parliament over a question or demand, which may mean considerable to the New England Atlantic fishing interest as well as the Pacific halibut interest although the trouble is apparently all caused by friction on the Pacific coast.

It appears that there are a large number of Canadians who do not like the idea of an American halibut company having what they consider the best end of a great business at one of their own ports. The halibut are landed at Vancouver, and shipped in bond to Boston and New York, under the modus vivendi, thus having to pay no duty.

The Canadians claim that thus a de facto foreign product becomes de jure an American one, and is admitted free to that market, while practically identical products are heavily discriminated against.

The debate began last Friday and is led by McLean of Nova Scotia and Sloan of British Columbia, both Liberal, or "government" members. Their specified demand is "that the modus vivendi, which grants to United States fishing vessels, on payment of \$1.50 per ton, a yearly license to fish within Canadian waters, to procure bait and other supplies, to ship crews and transship their product in bond to their own country, shall be abrogated, entirely and forthwith, and that the monopoly of Canadian privileges and advantages by its own people shall be summed.

The Canadian agitators of the question claim, for the first time, that even free trade

in fish would be no compensation for the surrender of the resources which they claim Canada controls and to which they say, the world must pay tribute.

Hon. Mr. McPherson of Vancouver takes the other side of the question and declares that the western halibut industry referred to is to all intents and purposes already a Canadian one, pointing out that 160 citizens of Vancouver were employed by the company and over \$300,000 was spent by it in that city last year. Further, if these privileges were withdrawn, poaching would be successfully resorted to, despite the proposed new cruiser.

An Ottawa correspondent, speaking in a despatch to a Boston paper, on the subject, says:

"The government, while evidently disposed to temporize a consideration of other international troubles that are already pending, has tentatively yielded to the storm in and out of Parliament to the extent that it practically admits, through Mr. Bradlow, Minister of marine and fisheries, a policy of preparation, already pursued for some time, for the early withdrawal or substantial modification of the modus vivendi, these preparations to consist, for instance, in the immediate construction of cruisers of great speed and effectiveness to prevent poaching, especially on the Pacific coast.

"This illustrates the conflict of opinion on both sides of the continent and which may yet preserve the status quo. But the Boston-Pacific halibut business seems to be peculiarly menaced, as its license is now to expire and it is a salient point of attack."